

PRICE \$2½ PER MONTH.

NEW ADVERTISEMENTS

ADVERTISEMENTS

FOR

THE CHRONICLE & DIRECTORY
can be received up to 4 P.M. TO-
DAY.

Dally Press Office,
Hongkong, 15th January, 1889. [140]

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 19th January, 1889, at 2 P.M., at his
Sale Rooms—
**SUNDAY HOUSEHOLD
FURNITURE, &c.,**
Comprising—
**REF COVERED DRAWING ROOM
SUITE**
Blackwood MARBLE TOP CENTRE and
SIDE TABLES, CRETONE COVERED
COUCHES and CHAIRS, CHINERY
GLASS, PICTURE FRAMES, CHINA
DINING TABLE, SIDEBOARD, WHAT-
NOTS, CROCKERY, GLASS and PLATED
WARE, DINING ROOM CHAIRS, GLASS
BOTTLE CASE and WRITING TABLE,
DRESSING TABLE, WARDROBE, CHINA
WARDROBE, WARDROBE, with GLASS
DOOR, CHEST or DRAWERS, MARBLE
TOP TOLLETT TABLE and WASHBAND,
and COTTAGE FURNITURE.
ONE JINRIKESHA.

&c. &c. &c.
 TERMS OF SALE.—Auctionary.
 J. M. ARABSTRONG,
 Auctioneer.
 Hongkong, 15th January, 1899. 139

 IN THE SUPREME COURT OF
 HONGKONG.
 IN BANKRUPTCY.
 IN THE MATTER OF NG & KEW, a Bankrupt.
 A MEETING OF CREDITORS in the
 above matter will be held at the Supreme
 Court, on SATURDAY, the 19th day of
 January, 1899, at 11 A.M., for the purpose of
 considering an offer for the purchase of the Life
 interest of the Bankrupt.
 Dated this 14th day of January, 1899.
 ALFRED WISE,
 138 Acting Registrar.
 FOR KORE DIRECT.
 THE Steamship
 "PROSPONTIS,"
 Captain Halsey, will be dispatched for the
 above Port TO-MORROW, the 15th instant,
 at FOUR P.M.
 For Freight or Passage, apply to
 GEO. R. STEVENS & Co.
 Hongkong, 15th January, 1899. 138
 DOUGLAS STEAMSHIP COMPANY,
 LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship

"FORMOSA."

Captain Hall, will be despatched for the above
Ports on THURSDAY, the 17th instant
at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAURENCE & Co,
General Managers.

Hongkong, 14th January, 1889. 138

STEAM TO OKOHAMA VIA NAGA-
SAKI AND KOBE.
(Passing through the INLAND SEA).
FREE P. & O. S. N. Co.'s Steamship

"ANCONA."

will leave for the above places on SATUR-
DAY, the 19th inst. at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 15th January, 1889. 1

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"STENTOR."

Captain Milligan, will be despatched as above
on WEDNESDAY, the 23rd instant.

Passengers for Europe desiring to proceed
Overland, can on the undersigned have
their Tickets endorsed for surrender at
Algiers in exchange for Coupon Tickets to

Marsailles (by Transatlantic Company's express
 boats) and thence to Paris or London.
 Algiers is 28 hours' steam from Marsailles and
 thence to London occupies about the same time.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 15th January, 1889. [2407

STEAM TO YOKOHAMA VIA NAGA-
 SAKI AND KOBE.
 (Passing through the Isthmus of Suez.)
 THE F. & O. S. N. Co.'s Steamship
 "KASHGAR"
 will leave for the above places on FRIDAY,
 the 25th inst., at Noon.
 E. L. WOODIN,
 Superintendent.
 Hongkong, 14th January, 1889. [1

FOR SAN FRANCISCO.
 THE Asiatic Bark
 "KITTY,"
 Laird, Master, will leave for the above Port,
 and will have quick despatch.
 For Freight, apply to RUSSELL & Co.
 Hongkong, 15th January, 1889. [137

PERSEVERANCE LODGE OF
 HONGKONG.
 No. 1165.
 PERSEVERANCE LODGE OF
 HONGKONG.

A REGULAR MEETING of the above
LORD will be held in the next Masons
HALL, Zealand Street, TO-MORROW EVEN-
ING, the 16th instant, at 8.30 for 9 P.M.
precisely. Visiting Brethren are cordially in-
vited.

Hongkong, 11th January, 1889. [119]

J O S E P H G I L L O T T ' S
S T E E L P E N S .

G O L D M E D A L ,
PARIS, 1878.
Sole by all
Stationers and Dealers. [918]

T H E P R E M I E R C H A M P A G N E
IS THE OF
B I N E T F I L S E T C I E ,
CONSIGNED BY
C U T L E R P A L M E E & C O .
to their friends
Messrs. J A R D I N E , M A T H E S O N & C o . o n l y .
N.B.—All Connoisseurs of Champagne should
sample this grand wine. [2150]

J . M A R I N B U R K
M A N U F A C T U R E R
OF THE BEST CLASS
F U R N I T U R E A N D U P H O L S T E R Y ,
C O L L E G E C H A M B E R S .
D R A W I N G R O O M A N D D I N I N G R O O M S E T T I N G ,
L O V E R S A N D E A S T C H A I R S .

SIDEBOARDS, WARDROBES,
DRESSING TABLES and MARBLE TOP WASH-
STANDS, MANTEL and CONSOLE GLASSES.
SILK PLUSHES in VARIOUS COLOURS.
TAPESTRIES in LATEST DESIGNS.
GREAT REDUCTION in PRICES.
Hongkong, 29th April 1888. 157

INTIMATIONS.

1889. IN PREPARATION. 1889.
THE CHRONICLE AND DIRECTORY
FOR 1889.
With which is incorporated
THE CHINA DIRECTORY.
(Twenty-Seventh Annual Issue.)
COMPILED BY A. WATSON, Esq., &c.
Royal Exchange, London.
SHEPHERD, Royal Exchange, London.
THE CHRONICLE AND DIRECTORY
will be thoroughly revised and brought up
to date, and again much increased in bulk.

A. S. WATSON & CO., LIMITED.
WE HAVE NOW IN STOCK
CRYSTALLIZED APRICOTS,
CRYSTALLIZED PEARS,
CRYSTALLIZED CHERRIES,
CRYSTALLIZED GREENGAGES,
CHOCOLATE
CHOCOLATE CREMES,
CHOCOLATE MENTHER,
BOULES DE GOMME & CORAL CANDY,
MUSCATELS
FIGS AND JORDAN ALMONDS,
METZ FRUITS in 1/2 and 1/4 Boxes,
TOM SMITH'S BONBONS,
and
RIMMEL'S FLORAL
AND
ROSE WATER.
CRACKERS, &c., &c.
THE HONGKONG DISPENSARY,
Hongkong, 18th December, 1888.

NOTICE TO CORRESPONDENTS.
Correspondents are requested to forward their names
and addresses with communications, addressed to the
Editor, not for publication, but as evidence of good
faith.
All letters for publication should be written on one
side of the paper only.
Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
cancelled.
Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.
After that hour the supply is limited.

THE DAILY PRESS.
HONGKONG, JANUARY 15th, 1899.
A CIRCULAR has been issued by the Council
of the China Branch of the Asiatic Society,
soliciting information regarding the currency
and measures in use in all parts of China.
A series of questions, twenty-one in number,
is given, of which ten refer to the currency,
the other twelve being divided between
weights, and measures of capacity, length,
and area. Important as a uniform system
of weights and measures must be, still more
important to the commercial prosperity of a
country is a uniform currency. In China no-
thing of the kind exists. In neighbouring pro-
vinces, and even in towns of the same province,
tells of varying value are used as the stand-
ard, by which commercial transactions are
regulated, while the circulating medium for
small transactions is broken silver and
cash, and for larger ones silver and
gold. The relative value of the cash to the
tells varies almost daily. The labouring popu-
lation are the chief sufferers from the con-
stantly changing value of the former, and dis-
putes between masters and servants as to the
quality of the cash paid as wages are fre-
quent. In commerce an immense army of
shroffs has to be maintained to test the value
of silver as it passes from hand to hand, the
salaries of these expensive servants dimi-
nishing the legitimate profits of business,
which also suffer from the squeezing for
which shroffs are notorious. The first step
towards remedying any evil is the collection
of exact information as to its extent and
conditions. This service the Shanghai Branch
of the Asiatic Society proposes to render to
China in respect of its currency. The es-
tablishment of a mint at Canton is an
indication that the necessity for an
improved currency is beginning to make
itself apparent, even to conservative Chinese
officials, while the rapidly with which
Hongkong subsidiary coins are absorbed
above how gladly the people would welcome
the convenience of a regulated and stable
monetary system. The N. C. Daily News sug-
gests that the necessity of establishing some-
thing in the nature of a general currency
throughout the Empire before railways can be
introduced on a large scale may help currency
reform forward—which seems rather like put-
ting the cart before the horse, for the railway
has already been introduced in the North
while currency reform appears to be con-
fined to the South. It is not to be ex-
pected that the Chinese should appreciate so
vividly the necessity of handy coins in con-
nection with railways that they would delay
the construction of the latter until they had
provided the former; but railways, even the
solitary Tientsin line, will do much towards
establishing the necessity for a national and
uniform coinage, for, as our Shanghai con-
temporary says, it will be almost im-
possible to work railways while the silver and
cash of one place is not accepted for the same
value as a few miles or a mile or two further
on. Our contemporary appears to think
that when the time for action arrives a paper
currency will be decided upon. A paper cur-
rency is undoubtedly the most economical,
it also has many conveniences, and it has
been readily accepted by the Japanese people,
but we doubt whether paper could be made
to enter very largely into the national cur-
rency in China. The weights and measures
in use in China are in a state of con-
fusion no less than that in which the
currency is found. The Asiatic Society
asks its correspondents to state what
weights of silver are known in their
respective districts; what weights of gold;
what variations are known from the
table 160000 = 1 tael, 100 taels = 1 picul;
and whether the tael of currency bears any
exact relation to the tael of commerce.
What is a tael in one district is not regu-
lated as such in another, and the number of
taels that go to a picul is not much less
variable. Measures of capacity, length, and
area are as indeterminate as those of weight.
While such a state of things is disgraced
to the Chinese as a nation it is no little
for their commercial ability individually
that with varying values and measures they
should be able to carry on trade to the ex-
tent they do and to work out their transac-
tions with such exactness.

There will be a game of polo at Causeway
Bay at 4 p.m. today.
The M. M. steamer *Avon*, with the French
mail, leaves Saigon today at 1 a.m. for this port.
The annual Hongkong shooting party re-
turned to Shanghai from the River on the 8th
inst. according to the N. C. Daily News re-
ports came abundant. Their bag was thirty-
three hundred head.

From Peking we (N. C. Daily News) hear
that there is a movement there in favour of
building a club house after the manner of the
clubs, and preparing for the great things that
are expected from the advent of the railway.

The *Japan Gazette* understands that the board
of U. S. Naval Officers, nominated for the pur-
pose of considering the advisability of disposing
of the *Monocacy*, have decided that that vessel
be no longer fit for active service and be sold.

The *Mercury* says that owing to the in-
crease of the weather the Count and Con-
tessa de Bardi, with their distinguished party,
have given up their intention of visiting Hong-
kong, and are likely to be back in Shanghai at an
early date.

The long-looked-for pleasure of being able to
see the flowers of Tokyo in the morning and of
taking a drink to Kyoto the same night is now
realized as the opening of the Tokaido Rail-
way will take place on the 1st of next month.
—*Japan Gazette*.

We learn from Messrs. Gibb, Livingston &
Co. that they are in receipt of a wire message
from the owners informing them that the ship
Benan, on her way to this port with a cargo of
sugar, has been totally lost. The message did
not give the place where the disaster took place.

With reference to a paragraph which ap-
peared in these columns a few days ago regarding
the loss of the yacht *Cochise*, off Pulo Off, at
the extreme south of Cambodia, and of which
it was said that a French man-of-war had been
despatched from Saigon to render assistance, we
learn from subsequent communication that nothing is
known at Saigon of any such wreck.

Saturday, the 5th inst., was the coldest day
experienced at Hongkong for at least seven years,
the mean temperature, day and night, being 54
deg. The coldest day recorded in the last
seven years was the 31st of December, 1887,
when the mean temperature was 53 deg. The
first great damage to the water pipes in
consumers' houses. Snow was reported at Ningpo
six inches deep.

We hear that the French Government has
refused to recognize the sovereignty of M. May-
reux over the country of the Bedjars, as they
already claim that place as being Annamese ter-
ritory and therefore under French protection.
It is also heard that the Government is anxious
for the return of M. Mayreux to Saigon in or-
der that all questions in connection with the
affair may be settled.

It is announced, says the *Japan Mail*, that
the Emperor will move from the present Palace
to the one recently constructed on the 11th
michi, which is known as the Akasaka Palace.
The Emperor will be accompanied by his Imperial
Highness Prince Hara, who on the 1st inst. entered
his ninth year, according to the Japanese method
of reckoning age.

We (N. C. Daily News) hear from Canton of
a disagreeable accident that occurred there on
Christmas time. During a German theatrical
performance there was some practice with what
were apparently heavy weights, and at the con-
clusion of the performance the weights were
hurled into the audience. It should have
been opened and covered the spectators with
flowers, but by some accident it remained closed
and struck Mr. Alabaster on the mouth, breaking
several of his teeth, and causing serious wounds
in the face, which had to be sewn up. Gleaning
off Mr. Alabaster, it struck the lady next him
rather severely on the shoulder, and then hit the
American Consul. Mr. Alabaster's mouth was
so much injured that he was unable to eat any
solids for several days.

There was launched from the Kowloon Dock
yesterday afternoon a composite steam cruiser,
the *Lang Ting*, built by the Hongkong and
Whampoa Dock Company for the Imperial
Maritime Customs. The ceremony of christen-
ing was performed by Mr. F. A. Morgan, Commis-
sioner of Customs. The new cruiser is a handsome
little craft 119 feet in length, 18 feet 6 inches
in breadth, and carrying a speed of 18 knots.
She has two funnels, one fore and one aft, and a
conning tower. The fore cabin contains a saloon,
comfortably fitted up, and two sleeping rooms,
while the after cabin is fitted up for the crew.
She has a mainmast, two masts, and two funnels,
while the after cabin is fitted up for the crew.
The hull number is 73, 113, and 204 in diameter
respectively, 19 inches stroke, with an indicated
horse power of 260.

An occurrence that shows very clearly the
exceptional peril cargo is subject to owing to
the anxiety of the boat owners, and also, it is
pleasing to remark, the exceptional efficiency of
the Japanese detective system, happened yester-
day at the Kowloon Dock. A cargo of opium was
transhipped from a steamer in port to another
lying close by, the journey between the two not
occupying more than a few moments. Yet in that
short space of time another case was opened.
The cargo of opium was being tampered with, the
coincidence of the theft would not create surprise,
so dexterously had the operation been
conducted that no one was aware of it. Accord-
ingly the case was received on board without
comment, and the first the owners of the
vessel knew of the robbery was when a
detective asked them to identify the articles.
The cargo was then taken to a warehouse, and
a clock abstracted, but in this instance the package
marks were of value, and the theft was soon
discovered. Here, also, the detectives proved
equal to the task, and the cargo was arrested
with great celerity. —*Hypo News*.

The *Shih-poo*, translated by the Chinese *Yen-
men's* Review, "Outside of the South Gate of
the city of Tientsin, Mrs. Wang was seen
sitting on a bench, looking very sad. Her
relations were of a most amiable nature,
not even so much as a harsh word having passed
between them. The other day, however, a row
arose between the two women, and Mrs. Wang
was so much affected by it that she fell ill, and
did not get up for several days. The other day,
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EXTRACTS

SOME CURIOUS IDIOMS.

What is the secret of man's deep-rooted antagonism to calling things by their proper names, and why does he search for a euphemism for a purely vulgar expression when he has the exact word at his door? Like the eighteenth century poets, to whom the moon was always " Cynthia's silver crescent," and an apple " the fragrant treasure of Pomona," he avoids when he can mere correctness of phraseology, under the impression, it would seem, that there is something brutal in the straightforwardness. Who, for instance, in the course of a conversation, would say, " If Mr. Smith dies, his daughter will be alone in the world?" That is what we mean, but we have the grace to put it more delicately, " If anything happens to Mr. Smith, his daughter will be alone in the world." Now there are many things that could happen to Mr. Smith besides dying. He might marry again, or inherit a fortune, or go to Europe, or break his leg. There are at least a thousand possibilities connected with his life, and by some unwritten law of euphemism, it is understood that the anything in this case means simply death. We cannot afford a hard truth by any vagueness of language, though there is a pathos about the over-estimated effort. Another curious example of our unwillingness to use a correct idiom is the universal substitution of " coloured man " for negro. Yet negro is not a term of reproach any more than Indian, or Malay, or Caucasian. It is the proper appellation of the race, and the dropping of the capital is merely the result of habit and common usage. We no longer call our Indians red men, and are no longer called by their pale-faces. There is a favour of Cooper's novels about the unqualified title, which would like discarded baby-talk to our ears. Yet they at least possess the merit of accuracy. The Indian has reddish skin, and we are, by comparison, pale. But coloured is an unscientific term. The negro might, under that designation, be blue, yellow, pink, or green—anything, in short, except black, which our school philosophies tell us means simply an absence of all colour. The use of the word in this sense is awkward and incorrect, and arises apparently from an absurd indisposition on the part of a whole people to accept its generic title, and from a natural reluctance on the part of a democratic nation to offend a large body of its citizens. When we read in one column of our daily paper speculations concerning " the coloured voter " and in another the modest advertisement of a " coloured lady who wishes to be in waiting," we feel that we have reached the very essence of unreason. It is possible that education may do something toward softening this purely irrational prejudice, but education is a remedy which takes a long time to work. As for the word lady, constant misapplication has well-nigh routed it from the field. We see it now and then in the hands of writers and hear it now and then from old-fashioned talkers who still retain the expressions of their youth, but its days are visibly numbered. It is amusing, however, to see with what alacrity the classes who have adopted the word lady acquiesce in its dismissal from other quarters. The servant maid at a summer hotel, who speaks of herself and her companions as ladies, or the boarders whose rooms she cleans plain women. " There is a woman in No. 24 wants some washing done. Do you know of any lady who can do it for her?" is the remark once overheard in a Bar Harbour corridor, while the deep-rooted prejudice against the word servant is so unquenchable and bitter that housekeepers have tacitly agreed to drop the term for the sake of retaining the article. Yet it is hard to understand what particular disgrace attaches itself to a name which is necessarily used in every grade of life. Public officials are spoken of as the servants of their country; salaried clerks as the servants of a corporation; Christians as the servants of God. The word is by no means confined to domestic service; it is useful, honourable, and unobjectionable, and having no vulgar synonym to replace it. Some prudent people, indeed, get over the difficulty by speaking vaguely of their maids, an old Cornish term which is graceful and pleasing, but not very accurate—at least not in this country, where a maid is, properly, a personal attendant. The expression in common use is unparagonably ugly and vulgar. The science of language," says Max Muller, " makes us look not at, but through, words." If we look through those we use every day, from a critical rather than from a scientific standpoint, what diverting flashes we should catch of the conflicting human emotions which have called them into play, and have sanctioned their usurped prerogative.—Philadelphia American.

BALAKLAVA AND ITS NEIGHBOURHOOD.

It would be difficult, when you have before you the fields of Alusa, Inkerman, Balaklava, the unbroken Sevastopol, the Malakoff, and the Rodan, to single out the point of greatest interest; but to many of us no part of the country will appear more crowded with associations than that lying between Balaklava and Cathcart's Hill. Fighting takes place mostly at the front, but that labour too which there is no excitement, which goes on unceasingly behind the lines in the field, and which is the source of life, is performed on the line of communications. So it was in the Crimea, and in that part of the country which I have just referred to the long strip of months was practically fought out. Standing at the point where the roads from Tala and Balaklava meet, you are midway between Sevastopol and the harbour which formed our base; here you look down upon the " Valley of Balaklava," from the edge of the heights along which ran our defence works. These works can be traced from Balaklava, past Kedi Koi, up the hill-side to the south of the plain, then northwards along the heights, across the Woronzoff road, and away in an almost unbroken line to the west of where the English army of the Crimea encamped. Behind you the road made by our troops still called the English road, and alongside it the line taken by our railway. The road, though grass-grown in places, is still in excellent condition, but the railway can only be traced by the embankments which here and there still remain. And what a tale these roads and works could tell. The country looks peaceful, and many a small " white " farmhouse is sprung up on the ruins of former strife. The ground over which our cavalry charges took place is gradually being cultivated, and enclosed, and, perhaps, in a few years the whole of it will be turned into corn-fields. The remains of the redoubts out of which the Turks fled on the morning of October 25 are still plainly visible, and as you stand and look down upon the broad valley from your feet, you can picture to yourself every event of that memorable day. Immediately below is where the heavy cavalry was posted previous to the first charge; a little more to the right is the position occupied by the 4th Division, and the Guards and Highlanders; further down the hill, in the direction of Balaklava, the point where the 92nd Colliery regiment forced of cavalry four times their strength; away across the plain, the growing point of interest—the site of the light cavalry charge. There is no need to tell the story of Balaklava here; but in years to come, when recollections of October 25, 1854, have almost faded away, and when the last man

who took part in the events of that memorable day has joined his comrades, one episode will still live on. It matters not now who blundered, or who went that handful of men into the jaws of death; they fought and fell, and when swept away by a murderous fire, and enveloped in the smoke of a great host—if, in the shock of battle, when the cheer rang above the roar of struggling men, and arms were raised to strike yet once again—they went down, horse and man, what re-echoes it now? The charge of the Light Brigade will live in our annals; and on the march or by the camp-fire, when times are hard, the whisper of the name will give new life and new heart; when squadrons are forming up, and when the trumpet sounds the charge and the pikes quiver; when the soldiers' hopes are realized, and the moment of glorious life has come at last, " Balaklava " will nerve the arm, and inspire men to deeds as gallant as those of the Charge of the Light Brigade. It is remarkably interesting to visit a country hallowed by such memories, and as we continued our journey down the road to Balaklava, our minds were filled with the story of a war, which if one of the saddest, is nevertheless one of the most glorious in the annals of the British Army. The road we now followed was the same down which an injured stream of sick and wounded flowed daily towards the hospitals and shipping; the same up which all the guns, shot, shell, powder, and provisions were dragged during the whole siege; and here deeds of heroism were performed sufficient to fill many a volume; not deeds of pluck and daring in the heat of action, but deeds conspicuous for staunch courage under suffering, and a spirit which never lagged in days of necessity. This is the side where war is almost all its glory, but where heroes are, perhaps, most plentiful.

Balaklava contains more houses than formerly, and an enterprising Frenchman has established a Maison de Santé; but the place is still only the quiet village of old days, and its natural and land-locked harbour puts you in mind of those of Albania, for it is all enclosed by hills, and the exit to sea is not at first discernible. The remains of our work here are few; an old landing-stage or two, and near a well, a long wooden drinking-trough looking as if it had been put up for the purpose of watering many horses at once. The ruins of the old castle still overlook the harbour, and on the walls, in letters two feet high, is the name of an English ship of war. About six hundred yards from the head of the harbour is a burial ground, now used by the inhabitants of the village. We were drawn towards it by seeing that wooden gate-posts at the entrance were ornamented with two 32-lb. shot, but inside we could find no stone or cross with lettering in our language. No trace of our railway remains, and Balaklava, once the scene of so much activity, is now peaceful and quiet, and all recollections of the war have died out. The evening before leaving Sevastopol we visited the Malakoff and the Rodan. The Malakoff is being planted with trees, and though it still remains in a ruined condition, it is capable of being very easily turned again into a formidable defence work. Rodan has scarcely been touched, and it is the last of the war which we saw. It is easy to understand what a formidable place it must have been to attack, and to realize the terrible fire our troops had to face in crossing the open space between it and the trenches. No wonder they were mowed down in hundreds and driven back by sheer weight of fire, for the ground does not afford a particle of cover. From these two vantage points one is able to form some idea of the present strength of Sevastopol. The town is in ruins but not so the fortifications, and a mile or two away from the place more than one massive earthwork is visible. Sevastopol is as strong if not stronger than ever, but when next England finds herself face to face with Russia it will not be in the neighbourhood of Sevastopol that the issue will be fought out. The day was closing in as we drove back to the town; the labourers were tramping out in hundreds from the dockyard, each man answering and pausing for a moment as he passed the church at the new barracks; the bells across the water—some of those same bells that gave warning to our men in the trenches—were ringing out the day; and as we turned to look once more over the country, we caught sight of the small white cross on Cathcart's Hill, standing out clearly against the eastern sky, and marking the place where those that fought now rest in peace.—Illustrated Naval and Military Magazine.

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